AIRLINE PUBLICATIONS

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WORLD AIRLINE FLEETS MONTHLY

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Surinam Airways, Douglas DC-6B, N47058 at Miami on September 28th 1978.
(Photograph via N. Oertel)

- WORLDWIDE AIRLINE NEWS
- NEWLY ESTABLISHED AIRLINES
- DOUGLAS DC-4, 6, 7 IN COLOMBIA
- HISTORY OF MIDDLE EAST AIRLINES
- AIRLINE LIVERY NEWS
- WORLD AIRLINE FLEETS UPDATE
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WORLD AIRLINE FLEET MONTHLY — Edition No. 23 — MARCH 1979

Editor NIGEL TOMKINS. Editorial Assistant RICKY HALLIDAY.

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We urgently require correspondents to cover Airline and airliner activites in all areas of the World other than those listed below.

Correspondents must be prepared to submit a monthly report of "new information" in their area — new Airlines, new colour schemes, changes of ownership, changes of registration etc.

We particularly require correspondents for most States in the U.S.A. and request those correspondents to research and supply full and accurate Fleet lists for each second, third level, cargo and charter operator in their State as well as listing the derelict or semi-derelict airliners/transports at each and every airfield in the State.

Current Airline logos, motifs on letter-heads, timetables etc. are required as well as the motifs and logos of defunct Airlines.

Colour slides and black and white photographs are especially required for use in World Airline Fleets - Monthly and our other publications. We credit 15p (30 cents) per colour slide and 10p (20 cents) per black/white photographs — preferably post card sized. A further £1.00 ($2.00) publication fee will be credited to your account when published. Slides or photographs for crediting or reproduction will be returned to you.

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AIRLINE NEWS

ADVANCE AIRLINES – has ordered a second Embraer Bandeirante for delivery later in 1979.

AIR AFRIQUE – is reported to be planning to order a Boeing 747 shortly. (AISL)

AIR BRIDGE CARRIERS – is reportedly interested in acquiring four Merchantmen from British Airways. (AISL)

AIR CANADA – has reportedly arranged a $90 Million agreement with a Japanese consortium to lease three new Boeing 727-200 s and a Boeing 747.

AIR CANADA – has announced an order for a further eight Boeing 727-200 s for delivery in the first half of 1980. (AISL)

AIR CENTRAL – of Oklahoma, reportedly has plans to order four Canadair Challengers in the near future.

AIRCRAFT INNSBRUCK – are said to be interested in the DHC-7 for their Innsbruck - Zurich and future Innsbruck - Vienna services.

AIR EUROPE – has announced that it will operate its inaugural service, from Gatwick to Palma, on May 4th 1979.

AIR FLORIDA – is understood to be planning to lease two Boeing 737-200 s for a one year period from Frontier Airlines, the first in May 1979 and the other in October 1979. (AISL)

AIR INDIA – is currently operating an Indian Airlines A300B Airbus on services to Dahran, Saudi Arabia.

AIR PACIFIC – formerly Eureka Aero, has signed a contract for a single DHC-7 for delivery in the first quarter of 1979. The company has also taken options on two additional aircraft of the type. (AISL)

AIR WISCONSIN – has ordered two DHC-7s for delivery in late summer and early winter 1979.

ALITALIA – reportedly plans to buy between 30 and 45 medium range airliners between 1984 and 1989, to replace their fleet of Douglas DC-9s. The aircraft will be either Airbus Industrie A310s or Boeing 767s according to the Airline's President Umberto Nardio.

ALLEGHENY – is reported to have put off a decision to purchase two A300B4s and is now said to be considering the A310 and the Boeing 757 and 767. (AISL)

ALLEGHENY – is planning to phase out its fleet of Mohawk 298s and reportedly will have transferred to Clark Aviation and Ransome Airlines, both of which are Allegheny Commuters, five aircraft and four respectively by June 1979.

ASIA AIRWAYS – Sri Lanka is reportedly planning to set up a new airline by the name of Asia Airways in association with India, Pakistan, Bangladesh, Burma, Thailand, Malaysia, Singapore and Iran. A blue print has apparently been made in which all the participating countries make an equal investment. Asia Airways will be launched soon after the establishment of Sri Lanka's two new airlines.

BAHAMASAIR – has ordered four BAe 748s, (See APL update) the first of which was scheduled for delivery in January 1979. The aircraft will replace the company's Fairchild FH-227 fleet and a Twin Otter. A British Aerospace Demonstrator aircraft will also be leased for a while.

BALKAN – Ilyushin IL-14 s LZ-ILB and LZ-ILE are now stored at Sofia and Bourgas respectively.

BIZ JETS PTY – have placed an order for a Swearingen Metroliner for delivery early in 1979.

BRAATHENS SAFE – has ordered a Boeing 737-200 for delivery in December 1979.

BRANIFF – has confirmed the purchase of it's third Boeing 747-200B and announced orders for a further two 747 s. Braniff has also placed an order for a third Boeing 747SP for delivery in May 1980. The three 747's are due for delivery in October 1980 and April and October 1981. (AISL)

BRITISH AIRWAYS – has announced the purchase of three new BAe One Eleven 500s for operation on it's services to Europe. The aircraft are due for delivery in the winter of 1979/1980. British Airways plans to dispose of two of it's seven BAe One Eleven 400s upon delivery of the new aircraft. The new aircraft will be fitted with "Hush Kits" to help reduce noise and plans exist to do likewise to the rest of the One Eleven fleet. (AISL)

BRITISH AIRTOURS – has ordered nine Boeing 737-200s as replacements for the majority of it's fleet of Boeing 707s. The aircraft are due for delivery between Spring 1980 and Summer 1981. Three Boeing 707s will remain for use on long range charter operations. (AISL)

BRYMON – has announced an order for a DHC-7 for delivery in spring 1980 and a fourth DHC-6 Twin Otter for delivery in 1979. The DHC-7 will be used between Plymouth, Gatwick and Cork and will also be available as a back-up for the Herald which is used between Newquay and Heathrow. (AISL)

CAAC – have ordered three Boeing 747SPs for use on long range international services with the first to be delivered in February 1980. A further two 747SPs are on option for possible delivery in 1981. (AISL)

CANAVIA TRANSIT INC. – is reportedly a new Montreal based company which plans to operate DHC-7 aircraft on services out of Toronto's Island airport to Montreal and Ottawa starting in 1980.

CAPRIVI AIRWAYS – of South Africa commenced services on September 1st 1978 from Windhoek using their Douglas DC-3. N8044, which has since been re-registered ZS-KEX.

CHINA AIRLINES – has placed an order for a single Boeing 747SP for delivery in April 1980. The company has also confirmed the order for a Boeing 747-200B.

CIMBER AIR – recently announced an order for two Fokker F.28s for delivery in April and August 1979. The aircraft will replace Cimber's two VFW-614s and one, which is leased from VFW on the Company's domestic and charter services; this may mean that they have to lease a third Fokker F.28 to cope with the traffic. Cimber's de Havilland Dove, OY-DHZ, has been donated to the proposed Danish Aviation Museum.

CLUB NAUTICO AGUA LIMPA – the Brasilian operator has recently added two Douglas C-47 s to its fleet registered PT-KVH (20451) and PT-KVI (13952)

COBDEN AIR SERVICES – is actively considering the purchase of a Swearingen Metroliner due to the immense increase in traffic caused by their Mitsubushi MU-2 which entered service in July 1978.

CONNAIR – have announced that they are to have three Fokker F.27s in service shortly. The first aircraft will be a -200 which is due to come from Air Nuigini.

CROSSAIR – a new Zurich based commuter operator is reportedly due to start services to Innsbruck and Klagenfurt in Austria during the spring of 1979. The company has apparently purchased a number of Swearingen Metros.

DELTA – has reportedly sold two of its Douglas DC-9-32s, one to AVENSA and the other to Ozark.

EL AL – have ordered a Boeing 747F freighter for delivery in March 1979. The aircraft will have both a swing-up nose and a large cargo door at the rear of the fuselage.

FORRESTAIR – are reportedly interested in acquiring a quantity of brand new thirty-seat airliners to replace their Douglas DC-3s which are up for sale.

GOLDEN WEST – has taken options on two DHC-7s.

HAWAIIAN AIRLINES – has received permission to dry lease three Douglas DC-9s to Itavia. (AISL)

HUGHES AIRWEST – reportedly intends to reserve line positions for a total of six Douglas DC-9-80s for possible delivery during 1980 and 1981. (AISL)

IBERIA – has placed an order for four A300B4 aircraft which are due for delivery in February and March 1981 and introduction into service on April 1st 1981. The company has also taken options on four more for delivery in February and March 1982.

INDIAN AIRLINES – have been granted permission for the purchase of one more A300B2 Airbus and two advanced Boeing 737s.

INTERFLUG – has ordered four new Ilyushin IL-62Ms which are due for delivery in 1980. Two of the aircraft will replace DM-SEB and DM-SEC. Two of Interflug's early Ilyushin IL-62s.

LIBERIA WORLD – Britannias, EL-LWG and OO-YCH arrived at Manston on September 4th and December 2nd respectively for open storage pending their sale. OO-YCH had it's LWA titles painted out.

LONE STAR AIRWAYS – (see WAFM 21, P.646) is reportedly interested in an initial purchase of six Embraer Bandeirantes for it's domestic services linking six Texas cities. The aircraft could later be supplemented by Boeing 727s or Boeing 737s to serve the larger cities. International services will eventually be operated by Lockheed Tristars although prior to delivery of these the company may use older Boeing 707s or Douglas DC-8s.

MAS – will take delivery of their tenth Boeing 737-200 in April, 1979. The aircraft will supplement the eight remaining Boeing 737s and act as a replacement for one which was written-off in 1977.

MMA – is currently seeking government approval to purchase one or more Douglas DC-9s for services between Perth and Darwin. (AISL)

MONTANA AUSTRIA – have recently received their third Boeing 707, OE-IDA. The purchase of this aircraft has reportedly been made necessary due to a long term lease of an aircraft to Alitalia, and to fullfil all Montana charter tasks,, wide body equipment may also be taken into consideration and the company apparently has a Boeing 747SP on option.

NOR-EAST COMMUTER – has changed its head office to New Bedford Municipal Airport, New Bedford, Mass. 02746, USA. Telephone: (617) 996-8200.

NEVADA AIRLINES – is reported to have asked the US CAB for certification as a supplemental carrier. The airline apparently plans to acquire a Boeing 720 for use on its proposed charter operations.

NORTHWARD AIRLINES – has replaced their Twin Otter, C-FJCH, with a Beech 99 on the services to Coppermine, Holman Island and Cambridge Bay.

An aesthetic view of an Aeroflot Antonov 12 departing from Amsterdam recently on its weekly service. (Photograph by R. Hemelrijk)

Clubair GAF Nomad, VH-RCC, wearing the companys attractive 'ace of clubs' logos. (Photograph by APN/ P. Keating)

A Boeing 707 of Aero America, registered N7521A, at Santa Cruz, Bombay in December 1978, wearing a very strange livery. (Photograph by J.J. Wadia)

NWT AIR – hope to expand their scheduled operations and have applied to serve Frobisher Bay from Yellowknife with stops enroute. The company's Electra could be utilised on this service but the airline is reportedly interested in smaller turboprops with the YS-11, Convair 580 and the FH-227 being prime candidates.

PACIFIC WESTERN – has reportedly ordered four Boeing 767 s and taken options on a further two.

PAN AM – has reportedly decided to discontinue servicing and providing parts for the two Ugandan Airways Boeing 707s due to an American ban on trade with Uganda.

PAN-AM – reportedly plans to ask the US CAB for permission to begin services between San Francisco and Peking. The Company is also said to be interested in petitioning for permanent authority to fly between nine US cities and Shanghai, Canton and Siam.

PHILIPPINE AIRLINES – is currently leasing a Douglas DC-10 from Martinair, PH-MBP, for a twelve month period. The lease began on December 20th.

PHILIPPINE AIRLINES – has announced an order for two A300B4 aircraft due for delivery in October 1979. An option for two further aircraft has also been taken and these will be delivered within two years from the exercise of the option. Airbus Industrie now has received a total of 119 firm orders and 50 options.

PROJETO RONDON – a Brasilian student-travel company, has re-registered all their Douglas DC-3's as follows:– PP-FNE to PT-KTW, PP-FOP to PT-KTX, PP-NAT to PT-KTY, PP-FOZ to PT-KTZ, PP-FOY to PT-KUA, PP-SPO to PT-KUB, PP-SQK to PT-KUC and PP-SQO to PT-KUD.

QANTAS' – last two Boeing 707s VH-EAD and VH-EAG have been purchased by the Australian Government for use by the RAAF as VIP Freighters, Troop Transports and even Tankers for F111s.

RANSOME AIRLINES – have ordered two DHC-7s and taken options on two more. The company intends to use three-D area navigation to guide the aircraft on to intersecting runways at Washington National. this will help bypass conventional traffic on the main runway.

RICO RONDONIA – the construction number of RICO's Douglas DC-3, PT-KYZ is (11837) and the company has added a further DC-3 PT-KZB (2134)

ROCKY MOUNTAIN – have placed an order for a third DHC-7.

SOUTHWEST AIRLINES – of Dallas, Texas has placed an order for a further Boeing 737-200 for delivery in February, 1980.

SWIFT AIR – of Zamboanga City, Philippines who operate a fleet of Douglas DC-3s and a Convair 240 plus four smaller aircraft are currently negotiating for the acquisition on two Douglas DC-8-53s, two Convair 580s and three Short SD330s, the aircraft are to be used for international, regional and domestic services respectively.

TRANS ADRIA – (previously Pan Adria) has reportedly ordered five Swearingen Metros.

TRAVMAR AVIATION – Travmar's latest Douglas DC-3 which was previously P2-ANT, has now arrived at Hawker's Bankstown facilities for preparation for the Australian register.

VASP – has applied for permission to lease/purchase two Boeing 727CFs from Lufthansa for use on their cargo services.

WILLIAMS AIRLINES – is reported to have a Cessna Citation on order.

WORLD – plans to have three Boeing 747s in service by spring in order to start their long-awaited trans-continental $99 service.

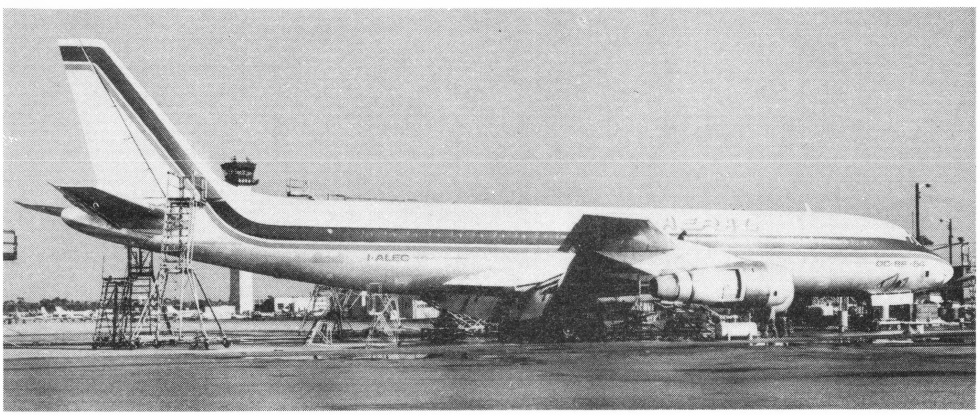
(AISL) – Information supplied via AVIATION INFORMATION SERVICES WEEKLY DIGEST. Should you have a professional or commercial requirement for such information we strongly recommend that you take out a subscription on the Digest which cost £25.00 including postage for 52 editions. Send directly to the AIRLINE PUBLICATIONS AND SALES OFFICES.

Dallah – Avco Boeing 707 HZ-DAT. Note the nose inscription 'Trans Arabia'. (Photograph by J. Wegg)

AERAL SKYTRUCK SKYTAXI

Head Office: Torino Aeroporto, 10072 Caselle, Italy. Telephone: 470 10.32

Aeral is most widely known as an air taxi operator. The company provides services in the Turin area using a fleet of Cessna 421 aircraft.
Aeral was founded in 1958 at Alessandria, Southern Piedmont and later moved its operational base to Milan-Malpensa airport.
In 1978, the company's twentieth year of operation, a new activity was introduced, that of international charter freight transportation which is being accomplished with a Douglas DC-8-54 a second aircraft of the type being on order. The operational base for all cargo services is at "Leonardo da Vinci' Airport in Rome and air-taxi operations are out of "Citta di Torino" caselle airport.
The two services offered are known as "Skytaxi" and "Skytruck" by Aeral. The aircraft operate in a smart livery which consists of a wide green cheatline with a thinner red one underneath. "AERAL" titles appear in red in a stylised form on the aircraft's white fuselage top on the Douglas DC-8 and on the nose on the Cessna 421s.



Aeral's single Douglas DC-8, I-ALEC undergoing preparation for service prior to delivery to Aeral, in October 1978. (Photograph by J. Wegg)

BELGIUM AIR INTERNATIONAL (BAI)

Head Office: Office 223, Ostend Airport, Belgium. Telephone: (059) 506991 Telex: 81994

BELGIUM AIR INTERNATIONAL – was formed on December 5th 1978 and will start operations on May 5th with an ex PWA Boeing 707. The company's main activities will be Advanced Booking Charters from Ostend to several US and Canadian cities. Ad Hoc charters worldwide will also be undertaken. The first aircraft is expected to arrive in Ostend at the end of April 1979.

Fleet: OO-BAI	Boeing 707-351C	(18746)	ex C-FPWJ

CASTELO TAXI AEREO

CASTELO TAXI AEREO – is a charter company based at Vitoria, Espirito Santo State, Brasil.

Fleet: PP-VBW	Douglas DC-3	(25989)
PT-HAP	Bell 47G	(08)
PT-HBD	Bell 47G	(7866)
PT-BPA	Cessna 172B	(172-48450)

SURINAM SKY FARMERS

SURINAM SKY FARMERS – is the largest aerial spraying company in Surinam and the surrounding Caribbean region. The company operates a fleet of ten Grumman Ag-Cats throughout Surinam from a main base at Wageningen, one of the most modern rice development settlements in Latin America. Sky Farmers is also a Distributor for Grumman American.

A Bell JetRanger, registered N5VG, which belongs to Los Angeles Helicopters. (Photograph by J. Wegg)

One of Votec's Sikorsky S58Ts, resplendent in its red and white livery. Seen in May 1978. (Photograph by A. Fortner)

Holstenflug's first Swearingen Metro, D-IDEE at Le Bourget in late 1978. (Photograph by A. Gray)

A Douglas DC-6 seen recently operating services for Air Cargo. (Photograph by J. Wegg)

PROVINCIAL AIR SERVICES

Head Office: P.O. Box 691, Mt. Hagen. Papua New Guinea.
Telephone: 55-1323; 521674 Telex: NE 52032

PROVINCIAL AIR SERVICES (an amalgamation of Heron Air Pty. Ltd and Independant Air Transport Pty. Ltd.) provide extensive Provincial Air Services from Mt. Hagen, Wewak and Madang to Eastern, Western and Southern Highlands, Enga, East and West Sepik and Madang Provinces. Unscheduled services are also operated from Madang to Bouganville, New Britian and New Ireland with GAF Nomad aircraft.

Fleet:	P2-HAB	Beech 95 Baron B55	(TE-573)
	P2-HAC	Britten Norman BN-2A Islander	(762)
	P2-IAC	GAF Nomad N22B	(N22B-37)
	P2-IAT	GAF Nomad N22B	(N22B-27)

SANDON AIRLINES

Head Office: Walcha, New South Wales 2354, Australia.

SANDON AIRLINES – recently started a daily service from Walch to Sydney with two flights on Fridays.

Fleet: VH-SLM	Piper PA-23 Aztec C-250	(27-3135)	ex N5965Y

S. S. AIRWAYS, INC.

S.S. AIRWAYS INC.

Head Office: 3301 Fairfax Road, PO Box 15176, Kansas City, Kansas 66115, USA.

S.S. AIRWAYS – was formed on September 19th 1972 with their first service taking place that same day to Omaha, Nebraska.
The company operates a 24 hour emergency cargo charter service to destinations in the USA, Canada and Mexico using its fleet of Douglas DC-3s and Beech 18s.

Fleet:	N42D	Beech 18	N7652B	Cessna 180
	N67PA	Douglas DC-3	N87652	Douglas DC-3
	N210Q	Beech 18	N94004	Beech 18
	N3131W	Beech 18		

AIR MESSENGER

The Kent Messenger Group has recently purchased a Piper Navajo for use primarily by the company's executives but it seems certain that there will be spare capacity on flying time during the year. To this aim the company has set up a subsidiary company entitled Air Messenger Ltd. The aircraft will be available for contract and ad-hoc charters from its main base at Headcorn Airfield, between Maidstone and and Tenterden.

Fleet:	G-BFKJ	Piper Navajo 310	(31-681)	ex N506V

(Information kindly supplied by J.A. White)

LINEAS AEREAS PETROLERAS

LINEAS AEREAS PETROLERAS – is a new airline operating a single Douglas DC-3 which has been stored in Bogotá since March 1976. The aircraft was overhauled by the TANA-TAVINA facilities at Eldorado.

Fleet:	HK-2006	Douglas DC-3	ex N43A

(Information supplied by J. Escobar C.)

VALLEY AIR SERVICES LTD

VALLEY AIR SERVICES LTD P.O. Box 280 Melfort, Saskatchewan SOE 1AO.

Fleet:	C-FQMF	Beech 3NM	(CA-212)
	C-GFXB	Mooney 20F	(221313)
	C-GNPY	Piper PA-25	(57656031)
	C-GYXL	Aero Commander S2R	(1630R)
	C-GECT	Cessna A185F	(02247)
	C-GEFT	Piper PA-25	(25 3737)

(Information supplied by P.J. Macrae)

SOUTHEAST AIRLINES

Head Office. McKellar Field, Jackson, Tennessee, USA.
Telephone: (901) 423-1840, 423-0388

SOUTHEAST AIRLINES – operated their first service, to Memphis, on December 1st 1973. The Company currently operates scheduled passenger services which link Memphis, Jackson and Corinth, Miss. The aircraft are also available for passenger and cargo charters to points in the USA.

Fleet:	N630H	De Havilland DH-104 Dove.
	N4918V	De Havilland DH-104 Dove.

(Information supplied by Southeast)

One of James Air's Cessna 402s at Wellington in October 1978. (Photograph by P.J. Cooper)

JAMES AIR

JAMES AIR – operates the aircraft which were originally operated by Capital Air Services. The aircraft wear a striking red, white and black livery. Services include non-scheduled, charter, and scheduled operations between Wellington, Blenheim, Nelson and Palmerston North.

Fleet:	ZK-DHW	Cessna 402	(0065)
	ZK-DNQ	Cessna 402	(0222)
	ZK-DSG	Cessna 402	(0559)
	ZK-EHT	Cessna 402	(0340)

AIR US Inc.

Head Office: PO Box 38647 AMF, Denver, Colorado 80238, USA.
Telephone: (303) 398-2373 Telex: DENRCBH

AIR US Inc. – was founded on April 1st 1977 and operated its first services, which was Riverton, Wyoming to Denver, Colorado, on April 4th.
The company currently operates scheduled passenger, freight and mail services to Gillette and Sheridan, Wyoming from Denver; with charter services also undertaken.

Fleet:	N10GA	Century (Handley Page) Jetstream	(235)
	N12221	Century (Handley Page) Jetsream	(221)
	N27297	Piper Navajo Chieftain	(31-7752127)
	N59943	Piper Navajo Chieftain	(31-7552050)

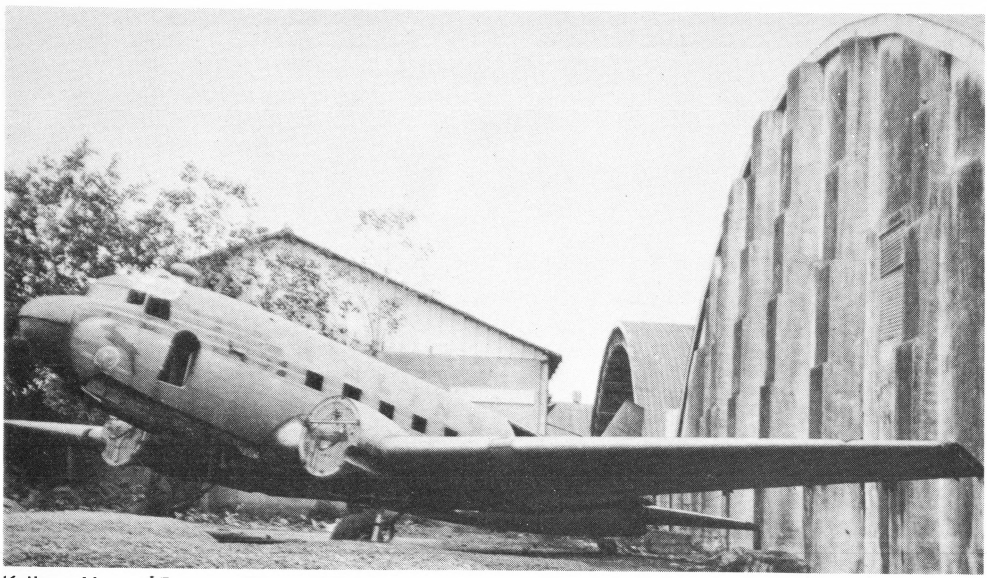
(Information supplied by Air US)

AIR KENT

AIR KENT – details were unveiled on Thursday 26.10.78, when the company registered in the name of AIR KENT and made applications to the CAA for route licences, to offer businessmen a regular weekday service between Manston and Brussels and Manston and Rotterdam. If the applications are successful operations will commence on 2nd May 1979.
Flights will be Monday to Friday with three return services each day to Brussels and two return flights to Rotterdam.
Initially AIR KENT plans to operate using two 15-seat De Havilland Herons with a crew of two pilots and a stewardess on each.
Seats will have to be pre-booked and if the applications to the CAA are successful Air Kent will be the first scheduled airline ever to operate out of Manston.

INDIAN DOUGLAS DC-3s

In continuation of the list of Douglas DC-3s in WAFM 16 (page 486), the following details are now known. The GOI Douglas DC-3 which was written-off on May 19th 1978, 30Kms from Delhi was VT-DEU. VT-DTS of the 'Hindu' has gone to the National Remote Sensing Agency. VT-CRA is derelict at Santa Cruz wearing the Kalinga Airways livery. (See photograph below)



Kalinga Airways' Douglas DC-3, VT-CRA, in a derelict condition outside one of the hangars at Santa Cruz Airport. (Photograph by J.J. Wadia)

EAST-WEST AIRLINES
bringing people together

EAST-WEST AIRLINES

The origin of East-West Airlines goes back to late 1946 when the resident instructor of the Tamworth Branch of the Newcastle Aero Club, Squadron Leader Basil Brown, conceived the idea of forming a local airline. After local people became interested in the idea, the "ANSON HOLDING COMPANY" was formed to acquire surplus ex R.A.A.F. Avro ANSON aircraft for the yet un-named airline. At this time operations from the Tamworth Aerodrome were not considered as Butler Air Transport (now A/NSW) then held an option over the Sydney-Tamworth route. The trading name "East West Airlines" appeared on 23.12.46 as it was the intention to operate over the East West Route Moree to Grafton. However, it was soon realised that this route would not offer sufficient traffic so when the Butler option on Tamworth lapsed it was decided to base operations at Tamworth and operate the Tamworth - Sydney route.

The ANSON Holding Company purchased four ANSONS from the Commonwealth Disposal Commission. The four aircraft were based at the RAAF Base Narrandera N.S.W. they were made airworthy and flown in formation to Tamworth. They were later flown to Bankstown where they were converted for passenger operation by Marshall Airways. The ANSONS were not converted at the same time but rather one at a time over a period of 12 months from April 1947 to April 1948.

The first to be converted was VH-ASM which was registered on 7.5.47. Second was VH-AYI registered 11.7.47. Third was VH-EWA registered 19.12.47 and the last was VH-BKL registered 14.4.48.

ANSON VH-ASM made a trial flight, Tamworth to Sydney on 7.6.47 and returned to Tamworth on 8.6.47.

The new air service was advertised for the first time in the local Tamworth Press on the 19.6.47 stating that the first flight would operate Tamworth - Sydney 7.00 a.m. on 23.6.47 and the fare would be £3.17.6d.
The first flight was operated by VH-ASM on 23.6.47 uplifting 7 passengers from Tamworth to Sydney. The service was scheduled to operate 3 times a week Monday, Wednesday and Friday. However with the addition of the second ANSON VH-AYI the service increased to daily flights except Tuesday.

The ANSON Holding Company was taken over by a new company called East West Airlines Ltd. The new company was registered in Sydney on 11.7.47 with the paid up Capital of £17,000. The first meeting of the company was in Sydney on 25.7.47 to elect Directors. Donald Munro Shand was elected chairman a position which he has held to the present day.

The new airline had been operating for more than 2½ months before the official opening ceremony was held. On 6.9.47 at Tamworth Aerodrome the Director of Civil Aviation of the day Air Marshal Richard Williams declared the airline officially open. Also at this ceremony Mrs. Shand christened the two ANSONS VH-ASM "HINKLER" and VH-AYI "SMITHY".

It was during September 1947 that East West pioneered Aerial Agriculture in Australia when a Tiger Moth (believed to be VH-PCB) was used to spread Superphosphate over 600 acres of Linseed in the Walcha District.

For the first 10 months of operation East West served Tamworth and Sydney only. However, the airline soon started to spread its wings. On 10.4.48 a survey was made Tamworth, Glen Innes, Brisbane and a regular service started on 19.4.48. Two months later this route was being served six days a week.

The first 12 months of operation showed a profit of £896 with 7,632 passengers carried. During the year two more ANSONS were added to the fleet, these were VH-BDO and VH-BBI.

During 1948/49 2 more ports were added to the network. Services to Armidale commenced 29.11.48 and Gunnedah during November 1949.

On 12.10.49 East West suffered their first major accident when ANSON VH-BDO crashed soon after take off from Tamworth on the morning flight to Sydney. The pilot Capt. John Tentall and two other passengers of six were injured and admitted to hospital. Capt. Tentall lost a leg as a result of this accident and for many years continued to fly with a wooden leg. The aircraft was a near write off and was broken down for spares.

On the 22.12.49 the first Lockheed Hudson was introduced. This aircraft was VH-BNJ purchased from Shell Oil Company. Two more Hudsons were purchased in December 1950 VH-BKY and VH-JCM from Curtiss Madsen Airways. The Hudsons formed the backbone of the East West Fleet between 1951 and 1953. The ANSONS were gradually disposed of during this time and by the end of 1951 there were no ANSONS left in the fleet. Another ANSON had crashed and was written-off during this period.

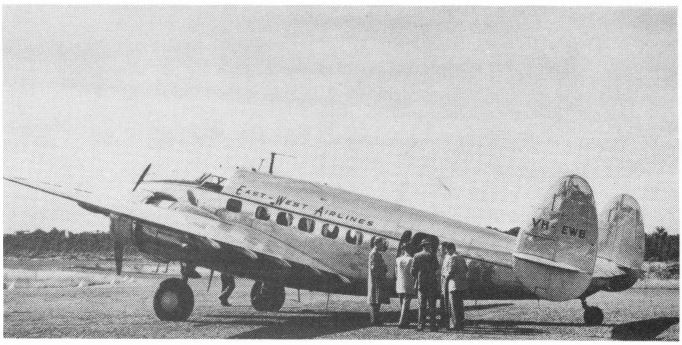
This was ANSON VH-BKL which crashed at Pozieres 10 miles from Stanthorpe QLD. The aircraft was operating the BNE-TW services with 2 passengers when an oil fire started in No. 2 motor, the pilot Capt. Arch Smith, belly landed the aircraft in an apple orchard and no one was badly hurt. (This same Capt. Arch Smith is today Manager Special Aircraft Division T.A.A.)

East West operated their first night flight on 17.6.50 when Hudson VH-BNJ departed Tamworth at 18.30 hours for Sydney. A special flare path was laid at Tamworth for this occasion. Also during June 1950 East Westcommenced air taxi operations using 3-seater Klemm Eagle VH-UTG. This aircraft only lasted one month. While dropping supplies to flood bound homes in the Moree district on 28.7.50 the front end of the crankshaft fractured, the prop fell off and the pilot ditched in the flood waters.

Further expansion took place in 1953. On 22.7.53 EWA's first DC-3 was purchased from QANTAS. This aircraft was VH-EWA (ex QANTAS VH-EAM). The next month East West took over the routes of South Coast Airways, and on 3.8.53 operations commenced Sydney, Cowra, West Wyalong using DC-3.

During 1955 two more DC-3s were added to the fleet. VH-EWD was purchased 17.2.55 and VH-EWF on 11.5.55. Also during 1955 (five) new ports were added to the network Newcastle, Inverell, Port Macquarie, Cootamundra and Coolangatta-Newcastle in August , Inverell, Coolangatta and Cootamundra in September and Port Macquarie in November. The Cootamundra service was discontinued in August 1956 and Newcastle in November 1965.

A nostalgic photograph of VH-EWB, a Lockheed Lodestar of East West Airlines.
(Photograph by East West Airlines)



Fokker F.27, VH-EWN wearing a red and white livery with a bird motif, Seen at Sydney in April, 1967.

VH-AGU, a Douglas DC-3 wearing the company's current livery.

Passengers disembarking from VH-EWP, a Fokker F.27.
(Photograph by East West)

Towards the end of 1955 and the first half of 1956 persistent heavy rains caused flooding in Northern NSW and this caused a severe strain on operations, 162 flights were cancelled and 468 flights operated with less than 50% load factor, by February 1956 floods had made the Tamworth airfield unserviceable. Operations were transferred to the new (and present) aerodrome under construction at West Tamworth. However, the new airport had no facilities, engineering or otherwise, and the resultant burden on the airline caused a loss of £25.033 for that financial year.

The remainder of 1956 was uneventful, but 1957 saw the addition of Temora (January) and Quirindi (September) to the network; a fourth DC-3 VH-EWB was purchased in October. Also during this year the Hudsons were finally retired from passenger service.

On 1.3.57 Hudson VH-EWR commenced rain making experiments over the Snowy Mountains for the C.S.I.R.O.

The Hudson VH-EWS was converted later in 1957 for high altitude photography on behalf of the NSW Department of Lands. (This type of work is still being carried out today with DC-3 VH-EWE).
On 4.11.57 the DC-3 VH-EWF crashed on to lakes Golf Course at approximately 1920 hrs. soon after taking off from Sydney to Tamworth. Nobody was badly hurt in this accident and the aircraft was returned to service after repairs. The cause of the crash appeared to be pilot error. When 1 engine began to malfunction the pilot decided to feather it but he feathered the good engine instead, and of course the A/C just dropped like a stone.

During 1958 (5) more ports were added to the network. These were Tares (in February) Lake Cargelligo and Condoblin (in April) Warwick and Stanthorpe (in October) services to Warwick and Stanthorpe were discontinued 20.11.65 and Lake Cargelligo became a car connection from Condobolin from 7.8.66.

The year 1959 was the most significent in al EAW's operations, on 26.8.59 East West introduced their first Fokker Friendship VH-EWA "City of Tamworth", this aircraft was originally ordered by T.A.A. as VH-TFL but arrangements were made for East West to lease purchase the aircraft. The aircraft was accepted in Holland by an East West crew and ferried to Tamworth where it arrived on 12.8.59. The first service was 2011 from Tamworth to Sydney 26.8.59.

In March 1959 East West introduced a Beech D-50 Bonanza VH-EWT for rainmaking activities on charter to the C.S.I.R.O. Also at this time the C.S.I.R.O. purchased (2) Cessna 310B aircraft VH-REK and VH-REL. These aircraft were crewed and maintained by East West and like VH-EWT, were used in rainmaking experiments.

During 1959 1 more port was added to the routes. This was Grafton and services commenced on 22.11.59.

In April 1960 East West's desire to remain an independent airline was put to the test. Ansett Transport Industries offered to buy out the shareholders. Ansett offered £2.15s.0d cash or £3.4s.0d Share Exchange for each EWA share. East West paid up capital at the time for £110,000. At the meeting on 14.5.60 the shareholders of East West rejected the offer.

After claims by East West that Ansett was trying to get control of East West the NSW Government (Labour) announced on 28.2.61 that it was setting up a committee to make recommendations on re-allocation of the air routes with NSW. The aim of this move was to increase East West Airlines share of traffic from 30% to near 50% at the expence of Airlines of NSW.

On 24.10.61 the state government decided to accept the committees proposals and the following ports of A/NSW would be given to East Wests Dubbo, Scone, Forster, Kempsey, Coffs Harbour, Casino. On the other side East West would give to A/NSW Cowra, Condobolin, West Wyalong, Temora and Orange. (Orange had been added to the network in 18.6.61)

This re-allocation was strongly resisted by A/NSW and after numerous Court Challenges (which A/NSW finally lost in the Privy Council 14.7.64) the government decided to go ahead with the reallocation as planned in 1961. The first route, to Dubbo was to be handed over to East West as from 12.10.64 but the Federal Government refused to issue the necessary Federal Licence to East West. So now a stale mate had been reached, A/NSW could not operate Dubbo without a State licence and EWA could not operate without a Federal Licence. This then left Dubbo without a direct air service for 7 months until a new liberal Government came to power in NSW in May 1965.

Although Dubbo did not have a direct air service it had an indirect one. Uncle Reg, not to be beaten, was operating Syd. Cbr. Dubbo which technically could be classified as an inter state service, not INTRA State and therefore did not need a state licence.

The new Government promptly restored the direct service (an election promise) but still acknowledged East West's claim for more routes. Another committee was set up in conjunction with the Federal Government which resulted in an announcement on 10.8.65 that the A/NSW routes to Parkes, Bathurst, Scone Kempsey and Forster would be transferred to East West as from 22.11.65.

The (2) remaining Hundsons VH-EWR and VH-EWS were sold during 1962. VH-EWR went to Adastra Aerial Surveys on 13.8.62 and VH-EWS to John Fairfax and Sones Pty on 10.9.62 (who in turn leased it to Adastra anyhow) (the third Hudson VH-EWA had been sold to Adastra in July 1953).

Services to Albury commenced 16.12.63. At the beginning of 1963 the East West fleet comprised 1 F.27 VH-EWA. 4 DC-3 VH-EWB, EWD, EWE, EWF.

When VH-EWA came up for major overhaul at 10,500 hrs. in October 1963 it was decided to lease a Friendship from NAC of New Zealand. This aircraft was ZK-BXH "KOROPIO" which entered service with East West as VH-EWH. The colour scheme of this aircraft was part NAC and part East West, Australian registered but retaining its New Zealand bird name "KOROPIO". When VH-EWA resumed service East West found that the lease of the NAC F.27 could be profitably extended because of traffic increases and it was not until 16 months later in February 1965 that the A/C was returned to N.A.C.

The return of the NAC A/C was timed to coincide with the arrival of East Wests second F.27 VH-EWG which entered service on 9.2.65. VH-EWG was flown from Holland by Capt. C.J. Wood and Capt. Allan Wall it was christened "City of Orange" by NSW Deputy Premier Hon. C.B. Cutler at a ceremony at Orange Airport on 12.11.65.

On 3.11.65 VH-EWE was flown to Tamworth on a mid-day freight flights where it was retired from airline service and moved into the hangar for conversion to a high altitude photographic survey aircraft to cover a 5 year charter for the NSW Department of Lands. The A/C entered survey service on 1.1.66 after being named "Phillip F. Adams" by NSW Minister for Lands and Mines Mr. R.L. Lewis. (Phillip F. Adams was the Surveyor General of NSW from 1868 to 1887). On 21.8.65 East West commenced operating VH-RRA and DC-3 on behalf of the C.S.I.R.O.
On 22.11.65 East West added Parkes, Bathurst, Scone, Kempsey and Forster to the network as a result of the State Government's Rationalisation Plan. East West's third Friendship VH-EWJ was ferried from Holland at the ebginning of November 1965 and entered service on 6.11.65. The crew for the ferry flight was Capts. K.M. Crowe, L.R. Jackson and V.H. Schvback. On 1.12.65 VH-EWJ flew to Parkes to be christened "City of Parkes" by the Mayor Ald. C. Moon.

Early in 1966 an order was placed with Fokker for the fourth Friendship VH-EWK and it was expected that with the delivery of this aircraft the DC-3s could be retired from scheduled operations.

The first DC-3 to be retired was VH-EWD the last service flown by this aircraft was FLT 1526 to Scone, Quirindi Tamworth scheduled to depart at 1615 on 13.9.66. However, her last flight VH-EWD was delayed 2 hours for spark plug changes in No. 1 engine and due to lack of night landing facilities at Scone and Quirindi the aircraft flew SY-TW direct with road transport for the Quirindi - Scone -Muswellbrook Pax. This was a sad way to finish her 11½ years service with East West, causing considerable inconvience to some very irate Pax. After an overhaul at Tamworth the Aircraft was registered VH-BAM and delivered to Brain & Brown Pty Ltd at Moorabbin Vic.

The fourth Friendship VH-EWK "City of Armidale" entered service 1.4.67.

On 22.4.67 East West operated the first of the popular "Town Like Alice" tours.

In June 1967 the C.S.I.R.O. announced that East West had successfully tendered to provide and operate a suitable aircraft on rainmaking activities for a two year period in Tasmania. A DHC-6 Twin Otter was ordered for this operation. The aircraft arrived in Tamworth on 10.11.67 with USA Ferry Registration N16430, and after conversion and registration as VH-EWM flew to Tasmania to commence cloud seeding activities.

The last official DC-3 passenger flight was 1526 Syd., Scone, Quirindi Tamworth on 13.10.67. From this date DC-3s have been used on charter flights only. Scone and Quirindi were deleted from the network and given to Thunderbird Aviation a third level operator.

The fifth VH-EWL Friendship was delivered to Tamworth 19.11.67 by Capts. K.M. Crow and R.D. Creak the aircraft entered service on 7.12.67 wearing the revised colour scheme. For the next 9 months VH-EWL flew with no name, just a white oval under the cockpit window.

Where VH-EWL was christened "City of Albury" by the Mayor Ald. C. Bunton a crowd of 500 people were present at the ceremony and the proceedings were broadcast over the local radio station 2AY.

In February 1958 East West commenced operations on behalf of the NSW Ambulance Service Board supplying and servicing for the Aerial Ambulance VH-AMB.

East West has operated and maintained a number of aircraft for other organisations for many years. Two Cessna 310s were operated on behalf of the CSIRO between 1964 and 1967; a Douglas DC-3 was operated from August 1965 by the CSIRO; a Beech Queenair was crewed and maintained by East West for the NSW Aerial Ambulance organisation from February 1968.

In 1977 East West celebrated their 30th Anniversary and also carried their five millionth passenger. Two new advanced FokkerF.27s, VH-EWP and VH-EWQ were delivered, and a new and extremely successful service was inaugurated, that to Norfolk Island which was used by five thousand passengers in its first three months of operation. The latest service is to Toowoomba which was started in October 1978.

East West Airlines is currently evaluating the Fokker F.28-4000 and the BAe 146 aircraft as possible Fokker F.27 replacements and are also interested in replacing the F.27s with twenty to twenty-five passenger commuter aircraft on some of their shorter routes where traffic does not warrant a larger aircraft but does need a service by a mjor regional carrier. (Information supplied by East-West Airlines)

The first Swearingen Metro for Cochise Airlines, registered N23AZ, seen recently on a test flight prior to delivery. (Photograph by Swearingen)

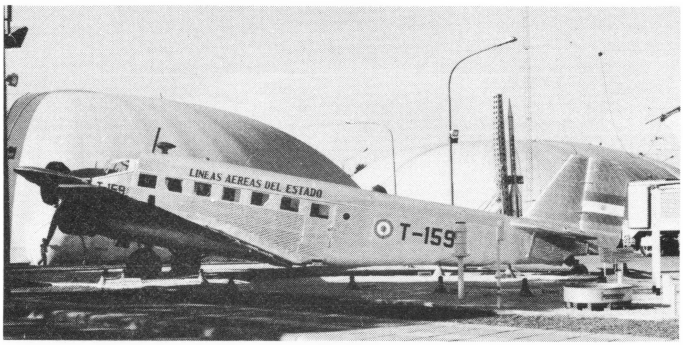
Convair 880, N48063, wearing Indy Air titles at San Jose in February 1978. (Photograph by APN/ K. Kramer)

One of the two La Gaviola Goose aircraft, registered HK-2058 and named 'Providencia'. (Photograph by APN/ K. Kramer)

An Auster Aiglet still operating services for Mount Cook and Southern Lakes tourist Co. at Wiztam in September 1978. (Photograph by P.J. Cooper)

B.N. Trislander, 5Y-CMC, of Amphibians wearing a Safari-type livery. (Photograph by APN/ P. Keating)

A Junkers JU-52/3M of Lade, registered T-159 on Display in Buenos Aires in July 1978. (Photograph by A. Martin)



Douglas DC-4, HK-1028 of Aerolineas Medellin in service in Panama during February 1978. (Photograph by APN/ P. Keating)

Bush Pilot's Swearingen Metro, VH-BPV. (Photograph by APN P. Keating)

AIRLINE LIVERY NEWS

AIR INDIA — is currently leasing a Douglas DC-8 from Loftleidir in a Hybrid livery which has basic Loftleidir cheatline with Air India Cargo titles in red.

ALLCARGO AIRLINES — operated their first service on December 16th with a flight to Milan. The company's livery consists of natural metal undersides with a sand upper fuselage. The aircraft has a red 'A' and a globe on the tail.

AVIANCA — the new livery mentioned in WAFM 22 with Avianca tail logo rather than the traditional "AV" logo has now been applied to a Boeing 707. This probably means that the whole fleet will be re-painted.

BMA — are to lease the Guinness Peat Boeing 707 which has recently returned from Iran, EI-AMW. The aircraft will be sub-leased to Air Algerie still in the full Iran Air livery but with Air Algerie titles. The lease will begin in February, 1979.

BRANIFF — is due to adopt a new paint scheme for its Boeing 747s starting with its recently ordered aircraft, with the current 747s being repainted during a future major refurbishment. The new livery will feature a richer orange fuselage than that currently worn. The "BI" logo will be eliminated from the tail which will have a natural metal leading edge and a thin yellow-gold stripe; this striping will also appear on the forward engine nacelles behind the natural metal leading edge.

CARGOLUX — currently have two additional aircraft carrying their titles. Boeing 707 LX-LGT is wearing basic Luxair colour scheme but without a logo. The aircraft carries a small Cargolux titles and was recently operating Air France cargo services. A Douglas DC-8-63 of World Airways registered N806WA is also wearing Cargolux titles and the new livery; this aircraft is also being used by Air France Cargo.

EAGLE AIR — TF-VLB was seen recently at Gatwick in an unusual livery consisting of Air Malta cheat-line with the Eagle Air titles and tail logo in red and blue on a white tail.

EUROPE AERO SERVICES — The first of three ex Argentine Airforce Caravelles, F-GBMI, recently acquired by EAS was seen at Orly on January 8th 1979 wearing basic Argentine Airforce livery but de-void of titles.

HUNS AIR — have taken delivery of their second Viscount, VT-DOH, wearing a slightly different livery to their other aircraft; the broad red cheatline has been omitted, the upper fuselage is in yellow with the lower in natural metal. The windows are outlined in red and "Huns Air" titles appear in English and Hindi on both sides in black. The company's third Viscount, VT-DJC, may take some time to deliver as it is presently at Delhi undergoing overhaul.

ICELANDAIR — Douglas DC-10, N1035F, is wearing a brand new Icelandair livery which is designed around the ONA livery, the aircraft's previous owner. The livery consists of a dark blue cheatline, trimmed with a thin black cheatline, extending from the rear of the aircraft and coming to a point at the front. The fuselage and tail are white and the aircraft has a silver (natural metal) underside. The logo is a stylised 'F' in dark blue but the interesting point is that this logo appears both forward, on the fuselage and reversed, on the tail, on the same side of the aircraft, Titles are "Icelandic Icelandair" in black.

INVICTA INTERNATIONAL — G-AOVF, Invicta's latest Britannia, arrived at Manston on November 1st, 1978 in full IAS livery. The aircraft entered service with Invicta on November 11th and is currently operating with the IAS markings painted out, although the aircraft is soon to be repainted into Invicta livery.

NORTH CENTRAL — have applied an experimental livery to one of their Douglas DC-9s, registered N963N. The colour scheme keeps the company's traditional "Goose" logo, which is affectionately known as "Herman", but with the cheatline arrangement having been modernised. The colours stay the same. (See photograph overleaf)

SOUTHERN — the company's livery worn by their Douglas DC-9s is to be slightly revised; the aircraft's registration is to be painted in blue beneath the window line just forward of the engine. The radar dome on the nose is to be repainted white. Several aircraft have already been repainted.

TRANSASIAN — ST AHG, which was recently with Sudan Airways has now been repainted into Air Malta livery although it is still carrying its Sudanese registration. 9G-ACJ now bears titles which read, "Transasian-Mandala" rather than "Transasian" as before. 9G-ACN is currently wearing the inscription, "Sudan — on lease from Transasian" on one side of the fuselage with "Transasian — one lease to Sudan" on the other side.

TRAVMAR — this company's second servicable Douglas DC-3 Will wear a different livery which will feature a "stereo Boomerang" logo, rather than the current "ace of clubs".

VIASA — a Douglas DC-8 registered YV-126C is currently being repainted into the company's new livery which is on a Douglas DC-10. The main likelihood is that the tail logo is now just the word "VIASA" in white.

WEST COAST AIR SERVICE – (See WAFM 19, p.580). It now seems that there is some sort of pattern to the liveries worn by the aircraft of West Coast's varied fleet; the float equipped aircraft (two Twin) Otters, Beavers and Cessnas) all seem to be painted in the red livery while the Mallard and land based Twin Otters display blue as their dominant colour; with the only 'odd-man out' being Otter C-FUJM which still wears the ex Tyee Airways livery of orange, yellow and grey. West Coast are also operating C-GNTA, a Twin Otter, of NT Air on behalf of Pacific Western. The aircraft is in basic NT Air livery of orange and red but without titles and with a small Pacific Western sticker aft of the passenger door.

ZAIRE AERO SERVICES – are currently leasing a Boeing 707, OD-AFX, from TMA of Lebanon. The aircraft apparently wears TMA basic livery with Zaire Aero Services titles and tail logo.

North Central's new livery on their Douglas DC-9, N963N in May 1978. (Photograph by J. Burch)

A West Coast DHC-6 Twin Otter which operates Pacific Westerns Powell River to Vancouver service. (Photograph by J. Blatherwick)

Guarani LV-LAI of Lineas Aereas Provinciales de Entre Rios at Buenos Aires in May, 1978.
(Photograph by C. Volpati)

Antonov AN-24's of Balkan at Sofia in September 1978. (Photograph by F. Tornow)

Yemen Airways DC-3, 4W-ABX in March 1977. (Photograph by C. Volpati)

Nord 262, N274A of Altair at John F. Kennedy, N.Y. on August 17th 1978.
(Photograph by A.J. Wright/Air Photos)

LIDER TAXI AEREO

A BRIEF HISTORY

Novemeber 14th 1958 was the date when an air-taxi company, which would become the greatest in Brasil and also one of the largest in the world, was approved by the Directory of Civil Aeronautics.

Lider's beginnings were modest, a fleet of three Cessna 170As but expansion was rapid; within a year the fleet had grown to include eleven Cessna 170s and the arrival of the new faster Cessna 180s and 182s had begun.

The continuous growth of Lider was based on a strictly enterprising organisation and from the beginning all sectors had been planned in order to render high quality services and this is why Lider was able to develop towards a company which could provide all kinds of air services. Most of the early services, as today, were inland business flights although they were operated by single engine and twin engined light-planes where as today the same type of services, plus international sectors, are operated by modern business jets, namely the Gates Learjet.

Before the inauguration of Lider the Brasilian charter services were slow and usually were not operated after sunset but in 1961 when Lider introduced twin engined aircraft this situation was enormously altered as apart from the greater speed the new aircraft had to offer the aircraft made night flights possible. The first of these twin engines was a Beech D18S.

By 1963 Lider had invested nearly $300,000 in three new Aero Commanders and this helped to establish the company at the forefront of its field in Latin America.

By 1968 the Lider fleet consisted of thirteen Aero Commanders which were later models.

October 1968 was one of the most important months in Lider's history as it was the month in which Brasilian charter business entered the jet age. Lider was the first company to put jets into operation in Latin America, a pioneer operation which amounted to $800,000. After examining several alternatives, Lider chose the Gates Learjet, the most successful business jet in the world. PT-CXJ was the first of a fleet of six Learjets to be delivered February 1974 including a number of 25Cs which have a long range capability.

Lider innovated another charter service in 1972 by introducing a fleet of five helicopters and in 1973 these were joined by the Sikorsky S-58T. The helicopter opened up vast new possibilities for Lider, important contracts were signed due to the helicopter's special performance, for instance the one with Petrobas to provide support to its offshore oil rigs.

Recently Lider were appointed distributors for the Bolkow 105 in Brasil.

BIZ-JET NEWS — By Brian Gates

GULFSTREAM TWO

First introduced in 1967, the Grumman designed G-2 has been in continuous production at Savannah since that time. The last G-2 to be manufactured will be s/n 258, scheduled for completion in March 1980. Current price with tip tanks is 5.975M dollars, but s/n 256/257/258 will cost 6.475M dollars.

GULFSTREAM THREE

In early 1978, the company announced its intention to develop the G-3, a follow-on to its highly successful G-2 executive jet. Grumman Aerospace Corporation, which was a partner in the programme to develope the new aircraft, will continue its agreement to participate with Gulfstream American in the successful completion of the programme.
First flight of the G-3 is scheduled for late 1979, with certification and production deliveries to follow in 1980. The advanced technology wing for the G-3 being developed at Bethpage will incorporate super-critical characteristics and winglets, which will give the G-3 at least a 360nm NBAA/IFR range with 1600lbs payload.

GULFSTREAM TWO RETROFIT

The G-3 new wing will also be available to existing G-2 operators from early 1981. The cost is estimated at 1.48M dollars. Figures suggest that the existing G-2 range should increase by at least 25%.

Sony's Falcon 10, JA8447 at Totori in September 1978.

G-2 WITH TIP TANKS

(46)	C-GSLK	Kaiser Resources Ltd. Vancouver.
(127)	TR-KHB	Government of Gabon, Libreville.
(133)	5X-UPF	Government of Uganda, Kampala
(173)	N801GA	Gulfstream American Corp. Savannah, Ga.
(182)	CN-ANL	Government of Morocco, Rabat.
(183)	A40-AA	Government of Oman, Seeb.
(198)	N365G	General Electric Co. New York.
(199)	N75RP	General Transportation Corp. Dover, De.
(201)	HZ-AFI	Saudi Arabian Airlines, Jeddah.
(202)	A9-CBG	Government of Bahrain.
(203)	HZ-AFJ	Saudi Arabian Airlines, Jeddah.
(207)	N700PM	Philip Morris Inc. New York.
(212)	N551MD	Tiger Drilling, Denver, Co.
(216)	HB-IEZ	Sit Set AG. Geneva.
(224)	N17584	Stauffer Chemical Co. Westport, Ct.
(228)	N819GA	United Brands
(230)	N17586	Gulfstream American Corp. Savannah, Ga.
(231)	N1102	Gould Inc. Chicago, Il.

HZ-FMA, a BAe 125 at Manchester. Note the nose inscription, "Al Sanibi". (Photograph by P.A. Tomlin)

A Cessna 421 registered VH-ESV of Southern Cross Airways.
(Photograph by APN/ P. Keating)

G-BCPO, a Partenavia Victor of Ryburn Air wearing the company's green and white livery at Tees-side in November 1978.
(Photograph by R.Lindsay)

Elinord Allouette III, I-PRVV, at Orio Al Serio recently.
(Photograph by W. Mazzoleni)

Apache Air Taxi's Navajo, G-BFFI at Manchester recently.
(Photograph by P.A. Tomlin)

WORLD AIRLINE FLEETS 1978 — Monthly update — MARCH, 1979

By GUNTER G. ENDRES

Page 1	LANICA	delete	AN-BFM	Douglas DC-6B	(45175)	
		delete	AN-BFO	Douglas DC-6B	(45324)	
		delete	AN-BHB	Douglas DC-6B	(45216)	
Page 2	PIA	delete	AP-ATO	Fokker F.27-200	(10250)	W/O 16.12.78 Karachi Ap.
Page 27	GATEWAY AVIATION	delete	C-FCUC	Douglas DC-3	(19366)	
		delete	C-FJWP	Douglas DC-3	(9089)	
Page 31	KENN BOREK AIR	add	C-FQHF	Douglas DC-3	(13392)	Not W/O
Page 32	LAMBAIR	delete	C-GWIR	Douglas DC-3	(9371)	
Page 36	NORDAIR	add	C-GNDE	Douglas DC-8-52	(45618)	ex N60AJ
		add	C-GNDF	Douglas DC-8-52	(45619)	ex EC-ARC
Page 37	NORTH COAST	delete	C-FCZH	Curtiss C-46F	(22515)	
Page 39	NWT AIR	add	C-FNWF	Lockheed L-100-20	(4562)	ex ZS-RSF
Page 43	PACIFIC WESTERN	delete	C-FPWJ	Boeing 707-351C	(18746)	
Page 46	QUEBECAIR	add	C-GFHH	Convair CV580	(109)	ex N3429
	REINDEER AIR SERVICE	delete		Ceased Operations		
Page 47	SIMPSON AIR	add	C-FPOI	Beech Baron	(TE-200)	
Page 49	SURVAIR	delete		Ceased Operations		
Page 62	AEROFLOT	add	CCCP-65098	Tupolev TU-134A		
		add	CCCP-65086	Tupolev TU-134A		
		add	CCCP-65841	Tupolev TU-134A		
		add	CCCP-65965	Tupolev TU-134A		VIP
Page 73	LAB	delete	CP-733	Douglas DC-3	(2182)	
		delete	CP-1339	Boeing 727-17	(20512)	
		add	CP-1116	Fairchild F-27M	(111)	ex N2701J
		add	CP-1117	Fairchild F-27M	(118)	ex N2707J
Page 74	TAB	delete	CP-1338	Douglas C118A	(43556)	W/O 23.5.78 Beni, Bolivia
Page 79	AERO URUGUAY	delete	CX-BJV	Canadair CL-44J	(39)	
		add	LX-FCV	Boeing 707-331C	(19212)	ex EI-BER
					Leased from Cargolux	
Page 80	BAHAMASAIR	add	C6-BEB	BAe 748	(1761)	On order
		add	C6-BEC	BAe 748	(1763)	On order
		add	C6-BED	BAe 748	(1764)	On order
		add	C6-BEE	BAe 748	(1765)	On order
Page 90	LUFTHANSA	delete	D-ABYC	Boeing 747-130	(19748)	
			D-ABYL	Boeing 747-230B	(21380)	"Saarland"
			D-ABYM	Boeing 747-230B	(21588)	"Schleswig-Holstein"
		delete	D-ABYD	Boeing 747-230B	(20372)	
Page 103	AER LINGUS	add	EI-BED	Boeing 747-130	(19748)	ex D-ABYC
Page 105	AIR SERVICE CO.	add	EP-AMT	Fairchild FH-327B	(560)	ex C-GGHK
		add	EP-AMU	Boeing 727-030QC	(19011)	ex D-ABIA
Page 112	AIR FRANCE	delete	F-BHRB	SE 210 Caravelle	(2)	
		delete	F-BHRO	SE 210 Caravelle	(41)	
		add	N1252E	Boeing 747-228SCD	(21731)	
Page 118	EUROPE AERO SERVICES	delete	F-BYCB	SE 210 Caravelle VIN	(175)	
		add	F-GATZ	SE 210 Caravelle VIN	(175)	ex F-BYCB
		add	F-GBMI	SE 210 Caravelle VIN	(19)	ex N45SB
		add	F-GBMJ	SE 210 Caravelle VIN	(149)	ex N46SB
		add	F-GBMK	SE 210 Caravelle VIN	(180)	ex N49SB
Page 121	UTA	add		Boeing 747	(21835)	On order
Page 123	AIR POLYNESIA	add	F-ODBY	Fairchild F-27J	(117)	ex N2706J
Page 127	AIR ANGLIA	add	G-WWJC	Fokker F-28-4121	(11133)	On order
		add	G-JCWW	Fokker F-28-4121	(11135)	On order
Page 140	BMA	delete	N370WA	Boeing 707-373C	(19442)	

Page 167	KOREAN AIRLINES	add	HL7440	Boeing 747-230B	(20372)	ex D-ABYD
Page 174	SAUDIA	add	OD-AGJ	Boeing 747-2B4B	(21099)	Lsd. from MEA
Page 177	ALITALIA	delete	I-DIKQ	Douglas DC-9-32	(47227)	W/O 23.12.78 off Palermo, Italy.
Page 197	BALKAN	add	LZ-TUM	Tupolev TU-134A		VIP
Page 203	AIR MIAMI	add	N6VM	De Havilland Heron		
Page 204	AIR NEW ENGLAND	delete	N203E	DHC 6 Twin Otter	(53)	
Page 217	ARAMCO	add	N662MA	DHC 6 Twin Otter	(573)	
		add	N663MA	DHC 6 Twin Otter	(593)	
		add	N8417B	Cessna Citation II	(0042)	
		add	N8418B	Cessna Citation II	(0043)	
Page 219	BAJA CORTEZ	add	N27819	PA-31-350 Navajo		
		add	N27824	PA-31-350 Navajo		
Page 219	BALTAIR	delete	N1555X	Piper PA-34 Seneca	(34-7570284)	
		delete	N21JA	BN-2A Islander	(465)	
		delete	N6138J	Piper PA-32R-300 Cherokee Lance	(7680310)	
		delete	N8654N	Piper PA-32-300 Cherokee Six	(7240004)	
		add	N38310	Piper PA-34 Seneca 200T	(34-7770296)	
		add	N27666	Piper PA-31-350 Navaho Chieftain		
		add	N525MA	Mitsubushi MU-2M		
Page 244	GCS AIRLINES	delete	N3FB	DH.114 Riley Heron	(14111)	W/O 18.12.78 Cleveland, Ohio.
Page 246	GREAT NORTHERN	delete	N403GN	L188C Electra	(1127)	W/O 5.1.79 Alaskan North slope.
Page 246	GREAT WESTERN	add	N5816	Convair CV580	(126)	
Page 252	MALL AIRWAYS	add	N74923	Piper PA-31-350 Navajo		
Page 267	PENNSYLVANIA COMMUTER	add	N601CA	Beech 99	(U-116)	ex N711GL
		add	N403CA	DHC 6 Twin Otter	(598)	
Page 268	PIEDMONT	delete	N156P	NAMC YS-11A-200	(2050)	
		delete	N158P	NAMC YS-11A-200	(2051)	
		delete	N159P	NAMC YS-11A-200	(2057)	
		delete	N187P	NAMC YS-11A-200	(2061)	
		delete	N835N	Boeing 727-95	(19252)	
			N841N	Boeing 727-22	(18324)	"Long Island Pacemaker"
			N837N	Boeing 727-51	(18802)	"Catawba Pacemaker"
Page 272	RED CARPET AIRLINES	add	N920RC	Convair CV340	(118)	ex N4816C
Page 273	RIO AIRWAYS	add	N96RA	DHC 6 Twin Otter	(610)	On order
Page 278	SIS-Q	add	N453DF	Grumman S2F	(572)	
		add	N446DF	Grumman S2F	(175)	
		add	N451DF	Grumman S2F	(027)	
		add	N450DF	Grumman S2F	(121)	
		add	N444DF	Grumman S2F	(119)	
		add	N465DF	Cessna 02	(M337-0266)	
		add	N475DF	Cessna 02	(M337-0343)	
		add	N473DF	Cessna 02	(M337-0296)	
		add	N768RL	Fairchild F-27F	(35)	
Page 280	SOUTHERN AIR TRANSPORT	add	N9266R	Lockheed L100-20	(4250)	
		delete	N93459	Douglas DC-6B	(45550)	
		delete	N4816C	Convair CV340	(118)	
Page 283	SUMMIT AIRLINES	add	N5827	Convair CV580	(46)	
Page 296	UNITED	delete	N8082U	Douglas DC-8-61	(45972)	W/O 28.12.78 Portland Oregon.
Page 302	WORLD AIRWAYS	delete	N370WA	Boeing 707-373C	(19442)	
Page 304	AERO PERU	add	OB-R1143	Douglas DC-8		
Page 316	SOBELAIR	add		Boeing 707-373C	(19442)	ex N370WA
Page 318	CIMBER AIR	add	OY-BRM	Fokker F-28-3130	(11143)	On order
		add	OY-BRN	Fokker F-28-3130	(11151)	On order
		delete	OY-DHZ	DH 104 Dove	(04476)	
Page 323	JETSTAR HOLLAND	add	PH-JSD	Aerospatiale Corvette	(36)	
Page 326	ROTTERDAM AIRLINES			Fokker F-28-4133	(11146)	On order
				Fokker F-28-4135	(11148)	On order

Page 337	LIDER	add	PT-IMO	Cessna 210L	(210-59829)	
		add	PT-EJK	Embraer 810C	(810094)	
		add	PT-EEF	Embraer 721C	(721018)	
		delete	PT-ISN	Learjet 25C	(25C-113)	
		add	PT-HJQ	Sikorsky S-58T	(58-1487)	
		add	PT-HJR	Sikorsky S-58T	(58-1659)	
Page 339	TAM	add	PT-KYR	Learjet 25C		
		add	PT-JBU	Piper PA-31-350 Navajo		(31-7305116)
		add	PT-ARG	Cessna 180	(30590)	
		delete	PT- JDX	Learjet 25C	(025-137)	W/O 26/12/78 Congonhas.
		add	PT-KYK	Cessna 310Q	(3100-127)	
			PP-SBA	Embraer EMB 110C	(110C-009)	'Com Joao Ribeira - de Barro Piereiro'
Page 339	TALAIR	add		Embraer EMB 110P2	(110-157)	ex PT-GLG On order
Page 343	VOTEC	add	PT-HJK	Sikorsky S-61N	(61812)	
		add	PT-HJL	Sikorsky S-61N	(61813)	
		add	PT-KYX	Douglas C-47	(13821)	
		add	PT-KYW	Douglas C-47	(34267)	
		add	PT-JPG	Piper PA-31-350 Navajo	(31-7405132)	
Page 348	TALAIR	delete	P2-ISM	BN2A Islander	(81)	
Page 353	SWIFTAIR	add	RP-C798	Beech E18S		
		add	RP-C1972	Cessna 207		
		add	RP-C1717	Beech Musketeer		
Page 355	LAPAIR	delete	SE-FKZ	Cessna U-206D	(01384)	
		delete	SE-GTM	Cessna U-206G	(03731)	
		delete	SE-HBC	Bell 47J-2A	(2007)	
		delete	SE-HCB	Bell 47J	(1026)	
		delete	SE-HCC	Bell 47G-2	(2448)	
		delete	SE-HBO	Bell 206A JetRanger	(8113)	
		add	SE-HEO	Bell 47G	(600)	
Page 366	BANGLADESH BIMAN		S2-ACE	Boeing 707-351C	(19776)	"City of Tokyo"
Page 376	AIR AFFAIRES GABON	add	TR-LYK	Embraer EMB 110P2	(110.195)	
Page 381	AIR IVOIRE	add	TU-TIF	Fokker F-27-6253	(10573)	ex PH-EXE
		add	TU-TIH	Fokker F.27-6259	(10579)	ex PH-EXF
Page 383	ADVANCE AIRLINES	add	VH-AAV	Beech King Air 200		
		add	VH-AAS	Embraer EMB 110P1		
Page 288	CIVIL FLYING SERVICES	add	VH-SWN	Swearingen Metro		
Page 388	CLUBAIR	add	VH-RCC	GAF Nomad		
Page 388	COBDEN AIR	delete	VH-ENH	MU-2B 36A		
Page 392	GEELONG AIR TRAVEL	add	VH-IGX	BN2A Islander		
Page 392	FORESTAIR	add	VH-ENH	MU-2B 36A		
Page 400	TROPIC AIR	delete	VH-EUK	Cessna 172M	(61286)	
		delete	VH-WYA	Cessna 172M	(66231)	
		add	VH-TRE	Cessna 172N		
		add	VH-TRR	Piper PA-28-181		
		add	VH-TEF	Cessna 172N		
			VH-PNS	P-68B Victor	(71)	"Horrie Miller"
			VH-TZP	Cessna 206		"Alan Carroll"
Page 402	HANG KHONG VIETNAM	add	VN-B1094	Antonov An-24V		ex DM-SBH
		add	VN-B1095	Antonov An-24		
Page 405	SOLAIR	add	H4-AAI	BN2A Islander	(81)	ex P2-ISM
Page 413	INDIAN AIRLINES	delete	VT-EAL	Boeing 737-2A8	(20485)	W/O 17.12.78 Hyderabad Ap. India
Page 419	AIR VOLTA	add	XT-ABJ	EMB 110P2 Bandeirante	(101-193)	
Page 424	AESA	add	YS-39C	Douglas DC-6A/B	(45217)	ex N6581C
Page 437	COURT HELICOPTERS	add	ZS-HHK	Sikorsky S-62A	(62-062)	ex A7-HAC
		add	ZS-HHO	Allouette Astazou	(2158)	
		add	ZS-HHP	Sikorsky S-61L	(61427)	ex N619A
Page 440	SAFAIR	delete	ZS-RSF	Lockheed L-100-30	(4562)	
Page 443	HELI AIR MONACO	add	3A-MRG	Bell 206B III JetRanger	(8558)	

Page 450	CYPRUS AIRWAYS	add	5B-DAK	Boeing 707-123B	(17632)	ex G-BFMI
		add	5B-DAL	Boeing 707-123B	(17631)	ex N7504A
Page 451	AIR TANZANIA	add	5H-MRM	Fokker F-27-6269RF	(10589)	On order
Page 456	POLYNESIAN AIRLINES	add	5W-FAR	GAF Nomad 22B		"Apaula"
Page 470	KUWAIT AIRWAYS	add	9K-ACX	Boeing 707-311C	(19789)	ex C-FFAN
Page 478	TTAS	add		BAe 748	(1766)	On order
		add		BAe 748	(1767)	On order

AIRLINER PRODUCTION LIST – Monthly update – MARCH, 1979

By NIGEL MILTON TOMKINS

The following,updates our various publications which contain production lists i.e. AIRLINER PRODUCTION LIST £3.95 UK/Europe, DOUGLAS DC-6 PICTORIAL, PART ONE and TWO £4.20 UK/Europe, STRATOCRUISER PICTORIAL £2.00 UK/Europe, WORLD AIRLINE FLEETS MONTHLY No. 19 – 70p UK/Europe. All the above publications are available from AIRLINE PUBLICATIONS AND SALES LTD. We are indebted to John and Maureen Woods and Nelson de Barros Pereira for their help with this section. The information listed can be taken as a complete new entry for the respective production list.

AEROSPATIALE CARAVELLE

(2)	F-BHRB	Air France	III	WFU
(19)	F-GBMI	Europe Aero Services	VIN	1979
(41)	F-BHRO	Air France	III	WFU
(101)	F-BUFF	Catair	VIR	B/U Orly 24.11.78
(102)	N98KT	Kearney and Trecker Co.	VIR	
(149)	F-GBMJ	Europe Aero Services	VIN	1979
(175)	F-GATZ	Europe Aero Services	VIN	1978. Re-registered
(180)	F-GBMK	Europe Aero Services	VIN	1979

AIRBUS INDUSTRIE A-300B

(46)	F-WZER	Airbus Industrie		
		Olympic		
(63)	F-WZEL	Airbus Industrie		
		Olympic		Feb. 79 Expected

BAe CONCORDE

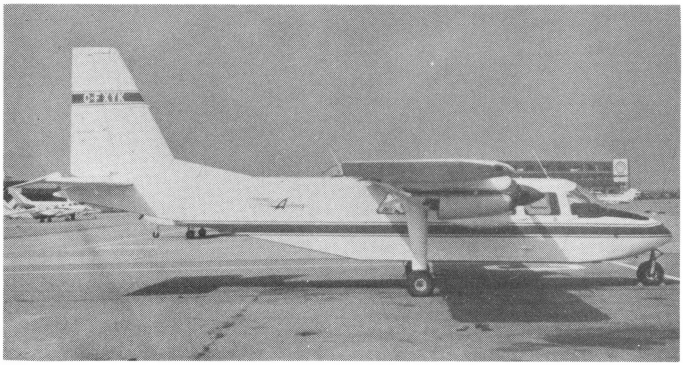
(204)	G-N81AC	British Airways	102	1/79 Re-registered
	N81AC	Braniff		1979 Leased
(206	G-N94AA	British Airways	102	1/97 Re-registered
	N94AA	Braniff		1979 Leased
(208)	G-N94AB	British Airways	102	1/97 Re-registered
	N94AB	Braniff		1979 Leased
(210)	G-N94AD	British Airways	102	1/97 Re-registered
	N94AD	Braniff		1979 Leased
(212)	G-N94AE	British Airways	102	1/97 Re-registered
	N94AE	Braniff		1979 Leased
(213)	F-BTSD	Aerospatiale	100	
	F-BTSD	Air France		9/78 Leased

BAe 748

(1746)	C6-BEA	Bahamasair	301	1/79 Leased
(1761)	C6-BEB	Bahamasair		On order
(1763)	C6-BEC	Bahamasair		On order
(1764)	C6-BED	Bahamasair		On order
(1765)	C6-BEE	Bahamasair		On order
(1766)		TTAS		On order
(1767)		TTAS		On order

BOEING STRATOCRUISER

(15924)	N126AJ	American Jet Ind.	B.377PG	1968
	N1024V	Aero Spacelines		8/71
	N1024V	Twin Fairs Inc.		22/1/74 B/U Van Nuys
				4/75
(15937)	N1037V	American Jet Ind.	B.377MG	1974
(15938)	N1038V	Twin Fairs Inc.	B.377SG	



Columbia Airlines Islander, C-FXYK, which was formerly with Lambair. (Photograph by K.Simpson)

I-TINO, of Elitalia at Orio Al Serio, (Photograph by W. Mazzoleni)

A DHC 6 Twin Otter of a new company, Pan Air. (Photograph by APN/ P. Keating)

Aero Commander C9-AOI of COMAG. (Photograph by APN/ P. Keating)

	N1038V	Aero Spacelines		8/71
	N1038V	NASA		
(15949)	N74603	Bob S. Airpark		1968
	N74603	Aero Spacelines		1973 Stored Tucson
(15962)	4X-AOG	IAI		19/2/62
	4X-FOD	Israeli Airforce		Cvtd to Swing tail
	4X-FPZ	Israeli Airforce		Re-registered 'Yoofat'
(15963)	4X-AOD	IAI		
	4X-FOF	Israeli Airforce		
	4X-FOG	Israeli Airforce		Re-registered 11/62
	4X-FPX	Israeli Airforce		Re-registered 'Massada'
(16651)	52-857	USAF	KC-97G	
	HB-ILZ	CICR/Balair		1969
				B/U Davis Monthan
				10/73
(16570)	52-876	USAF	KC-97G	
	0-20876	Missouri ANG		
	N52876	Joint Church Aid		9/69
	HB-ILH	Red Cross		
	N52876	Red Cross		28/2/70 Re-registered
				B/U Davis Monthan
				10/73
(16593)	52-899	USAF	KC-97G	
	0-20899	USAF/Rhein Main		1968
	0-20899	New York ANG		1971
	N20899	Foundation for Airborne Relief		1971
	N20899	AHAB Corp		8/71
(16609)	52-915	USAF	KC-97G	
	0-20915	Utah ANG		
	N52915	Joint Church Aid		
	HB-ILF	Red Cross		22/1/70
	N52915	Red Cross		11/3/70 Re-registered
				Stored Davis Monthan
(16619)	52-925	USAF	KC-97G	
	0-20925	USAF		
	HB-ILX	CICR/Balair		22/4/69 B/U10/73
				Davis Monthan
(16624)	52-930	USAF	KC-97G	
	0-20930	New York ANG		
	N209AC	Foundation for Airborne Relief		1971
		N209AC AHAB Corp		8/71
(16625)	52-931	USAF	KC-97G	
	0-20931	ANG		
	N52600	CICR/Joint Church Aid		
	HB-ILL	Red Cross		1970
	N52600	Red Cross		Re-registered 27/2/70
				Stored Davis Monthan
(16656)	52-2625	USAF	KC-97G	
	0-22625	ANG	C-97G	
	HB-ILY	CICR/Balair		69 Pima County
				Museum 1975
(16662)	52-2631	USAF	KC-97G	
	0-22631	Utah ANG		
	N52631	Joint Church Aid		
	HB-ILK	Red Cross		
	N52631	Red Cross		28/2/70 Re-registered
				Stored Davis Monthan
(16707)	52-2676	USAF	KC-97G	
	0-22676	Utah ANG		
	N52676	CICR/Balair		Destroyed Uli Airport
				8/5/69
(16710)	52-2679	USAF	KC-97G	
	0-22679	Utah ANG	C-97G	
	N52679	Red Cross/Balair		1/69 W/O Uli 29/9/69
(16758)	52-2727	USAF	KC-97G	
	0-22727	Missouri ANG		1969
	N52727	Joint Church Aid		10/69
	HB-ILG	Red Cross		1970

	N52727	Joint Church Aid		28/2/70 B/U Davis Monthan 10/73
(16765)	52-2734	USAF	KC-97G	
	0-22734	Missouri ANG		
	HB-ILW	CICR/Balair		69 Stored Davis Monthan
(16715)	52-2764	USAF	KC-97G	
	0-22766	California ANG	KC-97L	
	N22766	Foundation for Airborne Relief		1971
	N22766	Challenge Aerospace Tech. Corp.		8/71
	N22766	AHAB Corp		
BOEING 707				
(17602)	N2276X	Seagreen Air Transport	321	9/78 Leased
(17631)	5B-DAL	Cyprus Airways	123B	
(17632)	5B-DAK	Cyprus Airways	123B	
(17640)	9G-ACN	Saudia	123B	19 Jul.78 Leased
	9G-ACN	Transasian		4 Oct.78 Returned
	9G-ACN	Sudan Airways		1978 Leased
(17651)	ST-AHG	Merpati Nusantara	123B	Sub Leased 78
	ST-AHG	Transasian		Returned 1978
(17696)	N128TA	Tiger Air	138B	19 Oct. 78 Not N112TA
(18084)	N433MA	MCA Leasing	321	20 October 1978
(18246)	4X-JYK	IAI	328	
(18586)	VR-HGO	Euro Air Finance	351B	18 October 1978
(18737)	EI-AMW	Guinness Peat	348C	3 January 1979
(18746)	OO-BAI	Belgium Air Intl.	351C	April 1979
(19107)	OD-AFX	Zaire Aero Services	327C	Jan. 79 Leased
(19623)	C-GRYW	Ontario Worldair	338C	24 November 1978
(19624)		Australian Govt.	338C	1978
(19625)	G-BFLD	DETA	338C	
(19627)		Australian Govt.	338C	1978
(19630)	G-BDSJ	British Caledonian	338C	Dec. 78 Returned
(19736)		Sabena	360C	21 December 1978
(19776)	S2-ACE	Bangladesh Biman	351C	29 Sept. 78 'City of Tokyo'
(19789)	9K-ACX	Kuwait Airways	311C	31 October 1978
(20069)	N15713	MBA	331C	16 Dec. 78 Leased
	N15713	Air Algerie		16 Dec. 78 Sub-leased
BOEING 720				
(18049)	N421MA	MCA	022	Returned
(18163)	TF-VLA	Eagle Air	025	B/U Keflavik
(18451)	HZ-NAA		047B	November 1978
(18820)	TF-VLC	Eagle Air	022	Returned
	TF-VLC	Aviateca		Nov. 78 Leased
	TF-VLC	Eagle Air		Fed. 79 Returned
(18827)	TF-VLB	Eagle Air	047B	Returned
	TF-VLB	Yemen Airways		Leased
BOEING 727				
(18324)	N841N	Piedmont	022	'Long Island Pacemaker'
(18802)	N837N	Piedmont	051	'Gatawba Pacemaker'
(18935)	N833N	Piedmont	030	'Kitty Hawk Pacemaker'
(19191)	C-GAGX	Air Canada	22C	
(19193)	C-GAGY	Air Canada	22C	On order
(19195)	C-GAGZ	Air Canada	22C	On order
(19011)	EP-AMU	Air Service	030QC	November 1978
(20675)	D-ABMI	Nigeria Airways	230	Nov. 78 Leased
(21698)	N791L	PSA	2QB	1 Jan. 79 Leased
BOEING 737				
(20485)	VT-EAL	Indian Airlines	2A8	W/O 17 Dec. 78 Hyderabad Ap. Indian.
(21112)	CN-RML	Royal Air Maroc	2E1	Leased. Reg. not carried
	C-GNDD	Nordair		
(21186)	N73AF	Air Florida	242	21 Nov. 78. Leased

(21359)	A40-BG	Britannia Airways	2P6	Dec. 78 Leased
(21719)		Nordair		26 Jan. 79 Leased
		ITEL		Returned
	OO-TEK	TEA		Leased
BOEING 747				
(19748)	D-ABYC	ITEL	130	
	EI-BED	Aer Lingus		5 Jan. 79 Leased
(20106)	N9667	Braniff	123	1978 Leased
	N9667	American		Dec. 78 Returned
(20372)	D-ABYD	ITEL	230B	
	HL-7440	Korean		9 Dec. 78 Leased
(20927)	N620BN	Braniff	217B	Nov. 78 Leased
(21099)	OD-AGJ	Saudia	2B46	11 Sept. 78 Leased
(21380)	D-ABYL	Lufthansa	230B	'Saarland'
(21468)	F-ODJG	Air Gabon	202B	78 Re-registered
(21588)	D-ABYM	Lufthansa	230B	'Schleswig-Holstein'
(21590)	N8291V	Boeing	230B	
	D-ABYP	Lufthansa		
(21604)	N8286V	Boeing	SR 81	
	JA8133	All Nippon		
(21725)	N1789B	Boeing	287B	
	LV-MLO	Aerolineas Argentinas		
(21731)	N1252E	Air France	228	Leased
(21835)		UTA		On order
BRISTOL BRITANNIA				
(13237)	G-AOVF	Invicta	312F	1/11/78
CANADAIR CL-44				
(39)	N4998S	Cargosur	CL-44J	
(45)	N4993U	Cargosur	CL-44J	
CONVAIR 580				
(56)	N9012J	Time Aviation Services	580	1978
(79)	N2261N	Aircraft Sales Co.	580	1978
(109)	C-GFHH	Quebecair	580	1978
(110)	N900MC	Sunny South Aircraft Services		1978 Re-registered
(126)	N5816	Great Western Airlines	580	1978
(217)	54-2815	U.S. Naval Air Reserve	VC-131H	December 1978
(220)	54-2816	USAF	VC-131H	W/O
(221)	54-2817	U.S. Naval Air Reserve	VC-131H	December 1978
(326)	55-299	U.S. Naval Air Reserve	VC-131H	December 1978
(385)	ZS-KFA	Namib Air	580	1978
(455)	N153WC	Western Oceanic Inc.	580	November 1978
(466)	N21466	Twin Fair Inc.	580	November 1978
CONVAIR 600				
(80)	N94239	Bay Aerostar Sales and Service		November 1978
(122)	N94261	Bay Aerostar Sales and Service		1978
DOUGLAS DC-6				
(43041)	LV-IOR	Austral	DC-6	B/U Summer 78. Buenos Aires
(43107)	N710AC	F.A. Conner	DC-6	
(43296)	N615SE	F.A. Conner	DC-6	
(43566)	CP-1338	TAB	C-118A	W/O Beni, Bolivia 23 May 1978
(43740)	N799AT		DC-6A	Re-registered
(43838)	OB-R-746	Faucette	DC-6B	Stored Lima, Peru
(44660	N2878F	Ball Brothers Inc.	C-118A	'A. Newton Ball' 16 May 1978
(44670)	90730		C-118A	Stolen and Re-registered
	N380AT			Re-registered
	HK-1702	LAC Colombia		11 October 1978
(44674)	53-3303	USAFE	VC-118A	Stored Davis Monthan 2 August 1978

(45058)	N613SE	DHL Island Airways	DC-6A	11 October 1978
(45067)	N14436	Overseas Aviation Corp.	DC-6B	
(45174)	N151	Pacific Alaska	DC-6B	'Silver Streak'
(45200)	N575	Zantop	DC-6B	January 1967
(45216)		Altas Modes	DC-6B	
(45324)		Altas Modes	DC-6B	
(45327)	N122A	New World Air Charter	DC-6B	W/O Mount Hameem 28 August 1978
(45516)		TAXPA	DC-6B	

DOUGLAS DC-8

(45254)	N8016	Charlotte Aircraft	33	Returned
	N8016	Intercontinental Airways		20 April 1978
(45262)	N8246U	Rosenbalm	32	4 January 1978
(45264)	N8252U	Rosenbalm	32	4 January 1978
(45267)	N8148A	Intercontinental Airways	32	
(45275)	N82074	Concord Intl.	31	9 September 1978
(45300)	N8033U	World Air Leasing	21	
	N8033U	Transport Aerien Centrafricain		7 Oct. 78 Leased
	EC-CDC	Nigeria Airways		
(45284)	N718UA	United Aircraft Leasing	32	28 April 1978
(45389)	N713UA	United Aircraft Leasing	32	Re-registered
	N713UA	Zantop Intl.		24 March 1978
(45390)	N717UA	United Aircraft Leasing	32	
	N717UA	Airlift		28 April 78 Leased
(45391)	N6571C	CG G Engineering	21	October 1978
(45444)	N72488	Del Air Inc.	43	
	N72488	Lubyan Arab Airlines		1978 Leased
	N72488	Del Air Inc.		19 Dec. 78 Returned
(45567)	EC-CDC	Nigeria Airways	32	30 Oct. 78 Leased
(45596)	N8030U	Zantop	21	10 May 1978
(45597)	N8032U	EgyptAir	21	October 1978
(45600)	N8418	International Air Leases	21	Re-registered
	N8418	Libyan Arab Airlines		Oct. 78 Leased
(45603)	N7182C	World Wide Air Leases	32	Stored Miami Oct. 78
(45618)	C-GNDE	Nordair	52	6 November 1978
(45619)	C-GNDF	Nordair	52	February 1979
(45637)	N53AF	Airlift	43	October 1978
(45682)	I-ALEC	Aeral	43	October 78
(46047)	N793FT	Flying Tigers	63AF	23 Sept. 78 Returned
(46086)	N870TV	TIA	63CF	1 March 1978

DOUGLAS DC-9

(47105)	YV-72C	Avensa	32	21 June 1978
(47227)	I-DIKQ	Alitalia	32	W/O 23 Dec.78 Off Palermo
(47514)	PH-MAX	BMA	32	8 Jan. 79. Leased Italy
	PH-MAX	Martinair		12 Jan. 79 Returned
(47716)	N763NC	North Central	51	14 April 78
(47766)	OY-KGS	SAS	41	14 Oct. 78 'Hall Viking'

DOUGLAS DC-10

(47848)	ZK-NZN	MAS	30	26 Nov. 78 Leased
	ZK-NZN	Air New Zealand		16 Dec 78 Returned

EMBRAER BANDEIRANTE

(009)	PP-SBA	TAM	110C	'Com. Joao Ribeiro de Barros Pioreiro'
(033)	PT-FAE	Funai	110C	'Xavante'
(076)	580/CX-BJJ	FAU	110C	September 1975
(079)	581/CX-BJK	FAU	110C	September 1975
(081)	582/CX-BJB	FAU	110C	October 1975
(082)	583/CX-BJC	FAU	110C	October 1975
(146)	F-GATS	Air Littoral	110P2	June 77 'Herault'
(153)	G-BWTV	Air Shetland	110P2	
(155)	7052	FAB	111A(A)	'Taiacn' Re-registered
(157)	PT-GLG	Talair	110P2	On Order
(159)	7053	FAB	111A(A)	'Perrel' Re-registered

(161)	G-CELT	Air Wales	110P2	
	G-CELT	Saudia		Aug. 78 Leased
(163)	7054	FAB	111A(A)	'Martin Pescador' Re-registered
(165)	PT-GLF	Al Hikmah Services	110P2	
(167)	7055	FAB	111A(A)	'Talha Mar' Re-registered
(171)	7056	FAB	111A(A)	'Albatroz'
(179)	7057	FAB	111A(A)	'Falcao de Mar' Re-registered
(182)	7058	FAB	111A(A)	'Alca' Re-registered
(185)	7059	FAB	111A(A)	'Picargo' Re-registered
(187)	585	FAU	110P2	
(188)	7060	FAB	111A(A)	'Alcatraz' Re-registered
(190)	PT-GLJ	Embraer Masling	110P2	On order
(193)	XT-ABJ	Air Volta	110P2	
(194)	PT-GLM	Embraer Masling	110P2	On order
(195)	TR-LYK	Air Affaires Gabon	110P1	
(196)	F-GAMR	CGA Languedoc	110P2	
(197)	PT-GLP	Embraer Chambre C.I. d'harre	110P2	On Order
(198)	PT-GLQ	Aero Cummuter	110P1	(Demonstrator)
(199)		Fairflight/Air Ecosse	110P2	On order
(200)		CSE Aviation	110P2	On order

FAIRCHILD F-27

(3)	N27WA	Ward International	F-27	1978
(25)	TP-0205	Mexican Navy	F-27	6 July 1976
	MT-0205	Mexican Navy		78. Re-registered
(35)	N768RL	Sis-Q Flying	F-27F	78 Returned
(70)	S9-TAB	Linhas Aereas de Sao Tome	F-27A	4 July 1977
(108)	TR-LVF	Air Afaires Gabon (not sold to LADS Tome)	F-27F	31 May 1975
(111)	CP-1116	Lloyd Aereo Boliviano	F-27J	
(117)	F-ODBY	Air Polynesie	F-27J	
(118)	CP-117	Lloyd Aereo Boliviano		

FAIRCHILD FH-227

(501)	5002	Union of Burma Airforce	FH-227	29 December 1977
(514)	N4216	Air New England	FH-227B	24 September 1978
(521)	N4218	Air New England	FH-227B	June 1978
(545)	5003	Union of Burma Airforce	FH-227B	30 January 1978
(549)	5004	Union of Burma Airforce	FH-227B	28 April 1978
(552)	5005	Union of Burma Airforce	FH-227B	5 March 1978
(554)	5006	Union of Burma Airforce	FH-227B	5 May 1978
(560)	EP-AMT	Air Service	FH-227B	26 October 1978

FOKKER F-27

(10250)	AP-ATO	PIA	200	W/O Karachi Airport
(10409)	TY-BBI	Benin Republic	6157	25 October 1978
	TY-BBI	Air Benin		25 November 1978
(10413)	TY-ATM	Air Benin	6157	20 October 1978
	TY-BBJ	Air Benin		25 Oct. 78 Re-registered
(10573)	TU-TIF	Air Ivoire	6253	January 1979
(10579)	PH-EXF	Fokker	6259	
	TU-TIH	Air Ivoire		February 1979
(10581)	PH-FTK	Fokker	2263 (Maritime)	Re-registered
	D2-01	Spanish SAR		On order
(10585)	PH-EXD	Fokker		
	D2-02	Spanish SAR	2263 (Maritime)	On order
(10587)	PH-EXB	Fokker		
	D2-03	Spanish SAR	2263 (Maritime)	On order
(10589)	5H-MRM	Air Tanzania	6269RF	On order
(10563)	5U-BAH	Air Niger	6247	Not 5U-BHH
(10584)	PH-EXH	Fokker	4266M	
(10586)	PH-EXA	Fokker	6267	

FOKKER F-28				
(11133)	G-WWJC	Air Anglia	4121	On order
(11135)	G-JCWW	Air Anglia	4121	On order
(11146)		Rotterdam Airlines	4133	On order
(11148)		Rotterdam Airlines	4135	On order
(1143)	OY-BRM	Cimber Air	3130	1 April 79 Expected
(11151)	OY-BRN	Cimber Air		1 Aug. 79 Expected
LOCKHEED ELECTRA				
(1127)	N402GN	Great Northern	L.188C	W/O 5 Jan. 79 Alaskan North Slope
LOCKHEED HERCULES				
(4250)	N9266R	Southern Air Transport	L.382G	Returned
(4562)	C-FNWF	Northwest Territorial	L.100-30	1978
SHORT BELFAST				
(1816)	G-BEPE	Eurolatin	C.1	4 September 1978
	G-BEPE	TAC		On order
(1821)	G-BFYU	Eurolatin	C.1	13 November 1978
	G-BFYU	TAC		On order
(1822)	G-BEPS	Eurolatin	C.1	4 September 1978
	G-BEPS	TAC		On order
(1823)	G-BEPL	Eurolatin	C.1	To Cosford Museum
(1825)	XR371	RAF	C.1	To Duxford Museum
VICKERS VISCOUNT				
(69)	G-BFYX	Guernsey Airlines	735	'Sarnia'
(251)	VT-DOH	Huns Air	779	9 December 1978

AIR TRANSPORT – HULKS

We are preparing for publication later this year an illustrated booklet listing the derelict and semi derelict airliners and transport aircraft around the World. That is to say, those surviving airliners which are no longer in flying service such as the Canadair 4 G-ALHJ and the D.H. Comet 4 G-APDS of the British Airways apprentice training school at London's Heathrow Airport.

In other words – those airliners that can be listed during 1979 and that the aviation enthusiast can expect to find there still for many years to come.

Most airports have a selection of airliners that have been there for a good while and are unlikely to see service again. We especially wish to list the aircraft at the numerous airports in the U.S.A. and Latin America.

No airliner/transport item is too trivial to record even if to you it is too familiar to be of interest – remember there are other readers across the World who would find your local "airliner junk" of great interest.

We will include all transport aircraft either military or civil from Twin Otter/Islander size upwards. Please send in as complete a list as possible for your local airports or those that you may visit at home or abroad. The following information is required if possible:–

NAME OF AIRPORT NEAREST TOWN DATE OF REPORT

REGISTRATION OF EACH AIRLINER OR TRANSPORT AIRCRAFT THAT IS DERELICT OR SEMI-DERELICT.

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Condition of Aircraft i.e. complete, engineless, damaged, fuselage only etc. etc.
Markings carried i.e. Airline name or insignia, Air Force name or insignia, faded blue cheatline etc.etc.
Location on Airport i.e. near airport terminal, centre of airport, fire dump,.
Any other details you may feel to be of interest, add your name and address.

Airliners and transports situated in museums or exhibitions around the World should also be included as well as any others that may be stored away from Airports.

A special section will be devoted to those airliners now used as Bars, Restaurants or Cafeterias.

We need your help to make this World listing as comprehensive as possible and to supply colour slides or black and white photographs of any aircraft that you can to substantiate the lists that you supply.

Credit of 15p (30 cents) per slide will be placed to your account plus a further £1.00 ($2.00) reproduction fee if published. Your name will be credited as submitting the report for the particular airport (unless you prefer otherwise).

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Day 8	Transfer to Los Angeles Airport for scheduled flight to Seattle, Washington State.
Day 9	Full day visit to the Boeing Aircraft factory.
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5Y-ALP	B. Britannia	African Safari	G-AMPY	Dakota	Intra Jersey
EI-AKG	F-27 Friendship	Aer Lingus	N7322S	Boeing 707	Seaboard World

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G-AVGP	BAC-111	Autair	N54648	Douglas DC-9	Cyprus A/W
G-ANBD	B. Britannia 102	B.K.S.	VT-DJX	L1049	Air India
N5618	Convair 990	American A/L	CCCP-42456	Tu-104	Aeroflot
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Ilyushin 62 — Tarom			
TriStar — Air Canada			
Boeing 707 — Aer Lingus			
TriStar — British Airways			
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Beech 99 — Air Anjou
CL44 — Cargolux
F-27 — Air Tanzania
C-130 — Philippine Aerotransport
CV340 — Scanbee
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DC-8 — EgyptAir (all white)
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Caravelle — LTU
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Boeing 727 — Aerolineas Argentinas
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SET 28
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Tracker — Conair
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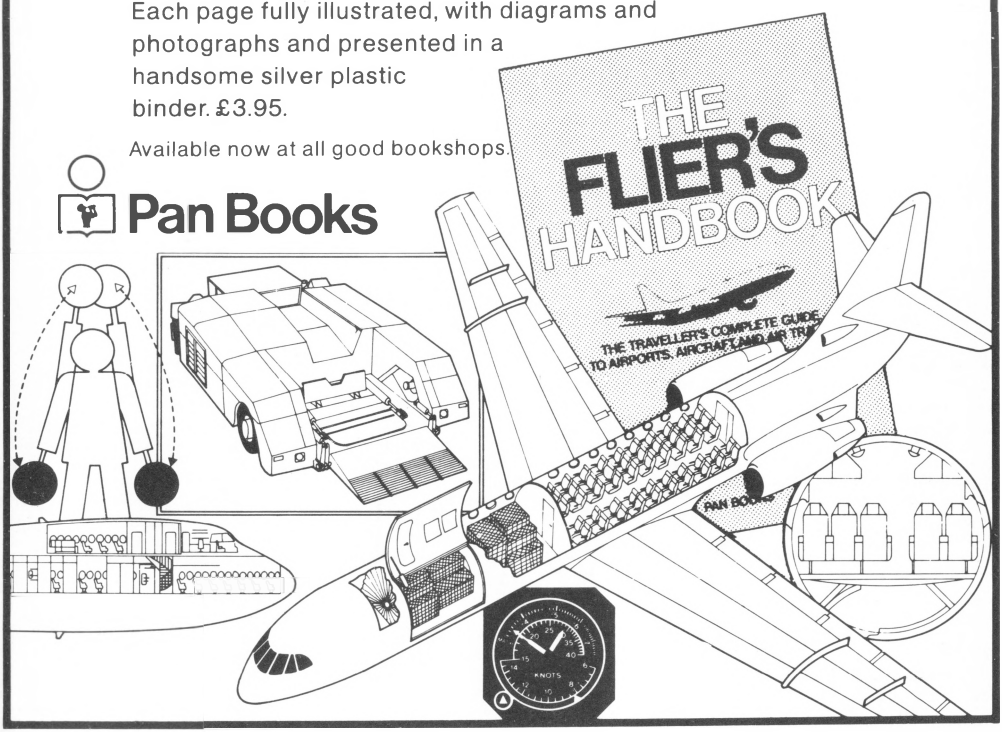

PHOTO REVIEW No. 16

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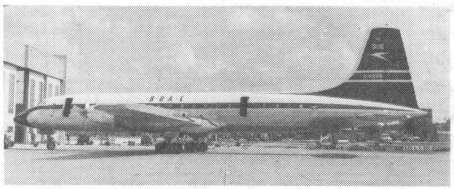
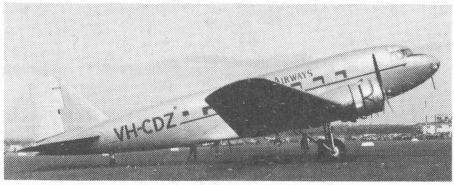
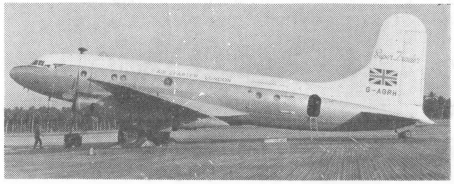
G-ANRS, Viscount of British Eagle at Heathrow.
(Photograph by APN/B. Stainer)



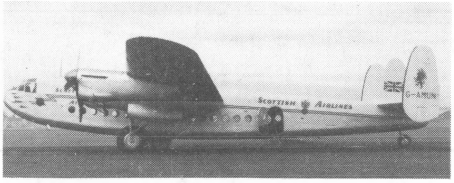
G-AOVB, Britannia 312 of BOAC at Heathrow.
(Photograph by APN/B. Stainer)



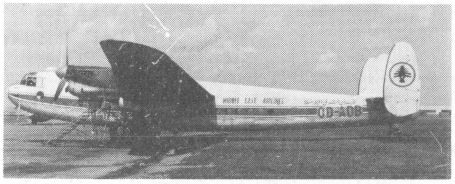
VH-CDZ, Douglas DC-2 of Marshall Airways.
(Photograph by APN Files)



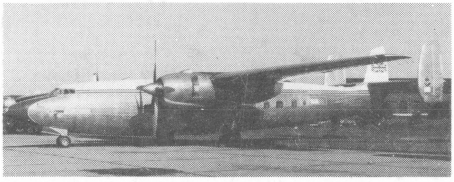
G-AGRH, Avro Tudor 1, of Air Charter Ltd.
(Photograph by APN Files)



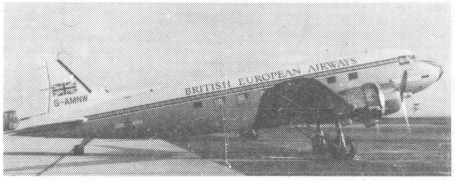
G-AMUN, Avro York, Scottish Airlines at Prestwick. (Photograph by APN Files)



OD-ADB, York of Middle East Airlines at Heathrow. (Photograph by APN/B. Stainer)



G-ALZZ, Ambassador of BEA at Heathrow.
(Photograph by APN/B. Stainer)



G-AMNW, Dakota of B.E.A. at Heathrow.
(Photograph by APN/B. Stainer)

G-ADVJ, DH 86 of Bond Air Services at Gatwick.
(Photograph by APN/B. Stainer)

G-ATPL, BAC 1-11 of SAS at Heathrow.
(Photograph by APN/B. Stainer)

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